

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.10T

CHANGE: Basic

EFFECTIVE DATE: February 14, 2008

TRACKING #: 0B- 7-2-3

SPECIALIST/ROUTING: Monica Bradford AJR-B12 x5-7784

1. PARAGRAPH NUMBER AND TITLE:

7-2-3, INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS

2. BACKGROUND: DVFR procedures, as contained in FAAH 7110.10 and FAAH 7610.4, were developed over 25 years ago. Those procedures required that DVFR flight plan information be sent to the tie-in ARTCC, who then forwarded the information to NORAD. The pilot had to activate his flight plan (for SAR purposes) with the AFSS and then contact the ARTCC to obtain his beacon code and activate the DVFR flight plan. The ARTCC then forwarded the activation time to NORAD. When these procedures were developed, DVFR traffic was low volume and the procedures, while very work intensive, were acceptable for this level of activity. With the rapid development of oil fields off both coasts and in the Gulf of Mexico that began during the late 1980s, and the resultant huge increase in helicopter traffic in support of these operations, the procedures quickly proved inadequate for the task.

In the mid 1990s, the Southwest Region began testing a new system for handling DVFR traffic. Using a PC with a Service B drop, the AFSS accepted and transmitted DVFR flight plans directly to NORAD using a specially created address, ZAM. The AFSS assigned the beacon code when the pilot filed his flight plan. This new system and procedure alleviated the burden on the ARTCC and only required one radio contact by the pilot on departure.

3. EXPLANATION OF CHANGE: This change expands the usage of the DVFR flight plan procedures developed in the Southwest Region to all facilities except Alaska. Affected AFSSs will now be the primary contact for DVFR operations, assigning a DVFR beacon code and transmitting all DVFR flight plan information directly to NORAD. This section applies to aircraft inbound to the United States from foreign departure points. This change cancels and incorporates N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR) Flight Plans, effective June 24, 2007.

4. CHANGE:

OLD

7-2-3. INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS

Title through c.

d. Forward information on DVFR aircraft inbound to the U.S. to the appropriate ARTCC facility via NADIN or interphone. Forward actual departure times by interphone. Forward the following information:

NEW

7-2-3. INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS

No Change

d. Forward information on DVFR aircraft inbound to the U.S. to **NORAD via Service B or by telephone.** Forward the following information:

1. Aircraft call sign.
2. Number of aircraft.
3. Type of aircraft.
4. Altitude.
5. True airspeed.
6. Time of departure.
7. Point of departure.
8. Route of flight.
9. Destination.

10. Remarks. Estimated time and point of penetration of ADIZ, position reports, revisions to position reports for penetration point, other information deemed necessary for the security control of air traffic.

Add

NOTE-

Further information on ADIZ requirements is contained in 14 CFR Part 99.

1. Aircraft call sign.
2. Number **and type** of aircraft.
3. **Altitude (within ADIZ)**
4. True airspeed.
5. Time of departure.
6. Point of departure.
7. Destination.
8. **ETA.**

9. **Remarks: DVFR discrete transponder code; estimated point of penetration of ADIZ (latitude/longitude or fix-radial-distance); estimated time of penetration of ADIZ.**

NOTE-

1. See paragraph 6-6-3 for MIFC and OASIS transmission information.

2. Further information on ADIZ requirements is contained in 14 CFR Part 99.

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7110.470, Automated Flight Service Station (AFSS) Handling of Defense Visual Flight Rules (DVFR) Flight Plans, effective June 24, 2007.

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box.)

- ☒ Proposed change meets full SMS requirements for safety risk assessment.
- ☐ (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.
- ☐ Proposed change is not safety related.

Comments:



John T. Staples
Director, Flight Services Program Operations

Date: 2/13/07